

McAdoo Wins Praise for Efficiency

Railroad Administration Is Doing Things and Doing Them Quickly

"Let Us Be Sure" Not His Policy

Senators Also Comment That Secretary Has Two Other Big Jobs

By Carter Field

WASHINGTON, May 3.—Announcement of the big car and locomotive contracts, aggregating between them more than the total cost of the Panama Canal, brought home to Washington in sharply defined outline the contrast between the methods employed in the railroad administration and in certain other departments of the government. The War Department suffers most severely in the comparison which so many persons are making here. Senators, for instance, who are mentally sick and tired of the gloom which follows a review of the delays in the war preparations, readily become enthusiastic when they contemplate real action. This is accentuated, of course, by the fact that, so far at least, there have been no such blunders as those exposed in the War Department, no such feeble handling of a situation as revealed by the failure of the Senate Military Affairs Committee in seeking to deprive the Department of Justice of its control of army aliens, and no such business disaster as occasioned by the Garfield food order.

McAdoo Is the Answer

The answer lies in the person of Director General William Gibbs McAdoo, in the opinion of observers in the Senate who are concerned in politics as compared with their desire to see the efficient States government more efficiently in the war. Mr. McAdoo makes up his mind quickly. Then he acts with a clarity which amazes those who have watched the winding and unwinding of the wheels in Washington. He doesn't have boards which take up questions in which time is the essence of things and refer them to sub-committees after weeks of debate.

An illustration very much in point occurred during the coal shortage a few months ago. With plenty of coal through the yards on the Jersey side of the Hudson, President A. H. Smith of the New York Central telephoned to Mr. McAdoo one night that people were being starved. But the coal cars could not be moved, Mr. Smith reported, because of the ice in the river and trouble at the piers.

He moved Coal Through Tunnel

"Why don't you move the coal cars through the Pennsylvania tunnel?" asked Mr. McAdoo.

"The Pennsylvania Railroad won't let us move freight through that tunnel," Mr. McAdoo said.

"Order it done at once," replied the Director General.

That night nineteen cars loaded with coal moved through to Flatbush. The Pennsylvania Railroad was ordered to let the coal cars pass.

Those who work directly under the Director General deny that this is characteristic. They say he studies over most questions for a day or two, and getting quick reports where the question is technical or one requiring highly specialized knowledge. But in question, it is asserted, is permitted to burn fire and become controversial. There could be no delay of months or years such as occurred in the War Department over the selection of the type of machine gun, the final outcome of which was that the French had to supply the machine guns for the expeditionary force with this essential weapon.

No Delay Like War Department

Many members of Congress, Republicans as well as Democrats, share this enthusiasm—less the hero worship, of course, with Mr. McAdoo's aid. "If Mr. McAdoo had been the Secretary of War he would not have tolerated the delay which resulted in so many trained men being drilled with wooden rifles," a prominent Senator said.

Mr. McAdoo's handling of the Russian locomotive situation, consuming perhaps ten days in time, is pointed to as the example of business without the squabble over first wooden and now concrete ships.

There were 200 locomotives which had been built for shipment to Russia when the debacle in that country made their shipment out of the question. Mr.

McAdoo noticed this. He called in G. R. Gray, in the division of transportation, and told him to go out and buy the locomotives. Mr. Gray was then the locomotive man. He came back in about a week and reported that the owners wanted too much money for their engines. They were asking about \$70,000 each, as compared with a price to Russia of \$65,000 each. The Director General called for a report on what the locomotives would cost to build. This was received, inside of two days, giving the estimate at a little less than \$50,000 each. Mr. McAdoo sent for Gray again and told him to build the locomotives at \$50,000 each. Gray came back again, reporting that the owners would not sell.

"Tell them I am thinking of adding some machine shops to the railroad plant of this country," retorted Mr. McAdoo.

The next day Gray came back, with a report that the locomotives had been added to the motive power of the United States transportation system.

This, like the Pennsylvania Tunnel situation, is unusual, but on the other hand, the ordering of coal cars through the tunnel was decided faster than Mr. McAdoo likes to handle such questions, and this took entirely too long.

Acts on Good Advice

It all comes, observers here think, in the driving force which impels the important sub-executives, or bureau chiefs, as contrasted with a "let's be awful sure" policy, which in most of the departments of the government has resulted not only in tragic delays, but in blunders, the stupidity of which has resulted in bitter debates in the Senate and House.

"Mr. McAdoo is making the fullest use of the best railroad men in the country," said a Senator who has been studying the federalization of railroad with intense interest, especially as he thinks permanent government operation or ownership would be a catastrophe.

But that is no unfair advantage which he enjoys. The Secretary of War Baker, Baker went into office over an organization containing men who made the various technical details of war-making their life study. His record has been one which has resulted in bitter criticism from Senators of his own party. He called into office under him assistants more qualified to deal with the technical details of war-making than any other man in the government.

Bettered Passenger Service

The solution of the New York to Washington passenger train service situation, which has been a constant habit, tradition and a desire on the part of most persons to be right in the center of things when they landed in New York, and to avoid the very trip, the Pennsylvania trains between the capital and the metropolis were jammed by day and night, while there were empty seats or berths on the Baltimore and Ohio, and the Pennsylvania, when the question of utilizing every car to its maximum capacity was considered. The Director General ordered that the Pennsylvania trains be diverted to the Pennsylvania tracks at Round Brook and run into the Thirty-third Street Station. The result was immediate. Berths on B. & O. sleepers between New York and Washington are now at the same premium as Pennsylvania, while the strain on the Pennsylvania has been lessened. Incidentally, the capacity of the B. & O. to haul freight from all over the country to the docks in New York has been increased.

Getting away from New York, a not quite so spectacular thing has been done in the passenger service between Chicago and St. Louis. There were formerly twenty-one trains a day in each direction between those two cities.

At exactly the same hour, five times a day, with one extra train which does not figure in the reformation. Nine of the trains were taken off, saving much coal, labor and wear and tear. But the man journeying from one city to another actually has a more elastic timetable, with no two trains, since the change, start at the same time. Except for a lapse right after noon, the trains run every hour on the hour. And any ticket on any road from Chicago to St. Louis is good on any other road.

All over the country the simple economy of combining all the downtown ticket offices is being put into effect, saving much labor, much needless waste of office space and much inconvenience to the travelling public.

Other Departments Are Slow

Obvious things, most of these—things that almost anyone would suggest, what was not done in the transportation systems of the country, it might be contended. But the important thing is that similarly obvious, essential things are not being done, or at least have not been done, in other governmental departments.

It ought to have been obvious, for instance, that unless some machine guns were gotten under manufacture American troops would have to go to Europe without them, or else not go at all. But the machine gun manufacture was delayed. It was obvious that the building of ships was a matter which could not be held up for a single day, and yet the ladder was not endangering the mankind the United States.

Boycott Against Germany After War Planned by British Seamen

Director of Publicity for American Labor Alliance Tells How English Union Put Ban on Teuton Goods for Crimes at Sea

The American Alliance for Labor and Democracy last night made public the following cable message received from Chester M. Wright, director of publicity for the alliance and a member of the American Federation of Labor Mission to England and France:

By Chester M. Wright

Member of the American Federation of Labor Mission to England and France

LONDON, April 30 (delayed).—Why the Seamen's Union of Great Britain will permit no pacifists to leave the British Isles to attend an international peace conference was learned today in detail by the American Trade Union Mission from J. Havelock Wilson, president of the Seamen's Union.

It was the seamen who prevented the British delegates from going to Stockholm and who more recently prevented British delegates suspected of pacifist tendencies from leaving for the United States to attend the peace conference. While the seamen adhere to their determination to transport no pacifists, no pacifist can sail.

Wilson came to the Grosvenor Hotel, where he remained in conference with the Americans for several hours, during which he talked almost continuously, revealing to them the history and actions between the British and German seamen. Few men are more intimate with the seamen than the workers than Havelock Wilson. He was one of the organizers on the first pure trade union to be organized in Germany.

In addition to the seamen's position regarding the pacifists, Wilson informed the American mission of an earlier decision reached by the seamen, of which little, if anything, has been heard previously.

Boycott on Germany Planned

"On September 21, 1917," said Wilson, "we formed what we call the Seamen's League, and declared that if Germany terrorism on the sea continued we would enforce a boycott against Germany for two years after the war and that for every new crime committed from that time on we would add one month to the length of the boycott. The length of the boycott now stands at five years, seven months. We have reliable information that this action is making a very profound impression on German manufacturers and shippers."

The British seamen got their first intimation of German treachery when the international transport strike was first proposed by German delegates to the conference. Always they have been in the front line of the fight.

"After that," said Wilson, "we watched the German Social-Democrats in the Socialists' International. But we never could get the Germans to face the issue. Always they want excuses and evasions. We never had confidence in them. When war came we felt it our duty to take care of our own ships who could no longer sail, and also to set a good example."

"There were Germans on our ships who had been in England so long that they had forgotten their language."

States went to war to serve. But from six to nine months was wasted in squabbling in the Shipping Board row.

Both the French and British warned us of the necessity of moving more troops to Europe before the German offensive began. American newspapers printed so much about the coming offensive that it was referred by editorial paragraphers as the "much advertised" offensive. But the rushing of American troops over was not begun until the drive had begun to smash back the British lines and threaten the Channel ports.

So to the minds of those who are weary of delays in our war preparations it is no detraction to say that Mr. McAdoo is merely doing the simple, obvious, and common sense things. At any rate, they say, he does them, and finds time to run the Treasury Department and sell billions of dollars of Liberty bonds to the country, and handle a few other important little odds and ends as well.

Anna Held to Undergo Blood Transfusion

Dr. Donald McCaskey, physician in attendance on Anna Held, the actress, issued the following bulletin at 11:30 last night:

"Miss Held has passed an afternoon of suffering. Tests will be made Saturday morning, preparatory to the blood transfusion Sunday or Monday. She is conscious all the time. I wish the state she is in one of the pluckiest patients I have ever attended."

Mr. Hemstreet, who recently applied to New York City motor car owners to give a minimum of forty cars weekly, in addition to the two American Defense Society buses, for the New York to Upton service, has announced that he planned a publicity drive in the foreign-language press of this city.

"I want to bring this project before every element of the greater city's population," he said. "There are hundreds of Poles, Lithuanians, Serbians and other foreign-born here who have sons in the National Army. They are entitled to an offer of free transportation to camp if they cannot afford the expense of a trip by train."

"We want them to know about this service. We want to carry as many of them as we can to Yaphank. Of course, we have been getting some of the foreigners all along, but we want more of them."

The American Defense Society called attention again to its bus fund used to hire sightseeing buses to take them to the Yaphank runs. Persons without out machines, who wish to help the service, may contribute to this fund. William Guggenheim, chairman of the American Defense Society, will receive contributions. They should be sent to the society headquarters, 44 East Twenty-third Street.

Car owners may register their machines for next Sunday's and subsequent runs by communicating with the American Defense Society, 44 East Twenty-third Street. The telephone number is Hoboken 473.

Hoboken Mayor's Climb Nets \$3,000 for Loan

Mayor Robert G. Griffin, of Hoboken, in evening dress climbed up a 75-foot fire ladder last night in the streets of the city across the Hudson in order to win \$3,000 of subscriptions to the Liberty Loan.

A group of men who were at a loan ball with the Mayor at the Lackawanna Concourse agreed to subscribe that amount if the chief executive of Hoboken would climb a ladder to the top of a flag three times after he reached the top. Mayor Griffin won the wager and \$3,000 was added to the city's total.

On August 20, 1914,—you see we acted quickly—we bought an estate of thirty-nine acres and built the model internment camp of Great Britain. We asked the government to give us charge of all interned German sailors, and, let it be known to the credit of Great Britain, that was done.

"The government allowed us also ten shillings per man per week. The camp became a great success. There were 1,000 German sailors interned in it."

"In May, 1915, all went well. On May 1, the interned men celebrated May Day, their international revolutionary holiday. They had their banners 'Workers of the World Unite,' 'World Labor Unity,' and so on. The explanation was that we had planned a great fête and I had secured the consent of several well-known persons to attend and help make it a success. On May 7 the Lusitania was sunk."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"As soon as I had got out of the place they sang and cheered and rejoiced the Lusitania disaster. They kept going for four hours. They had made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

"I called the Germans in camp together and told them the terrible thing that had happened. I told them they were to be held in the camp. They made no protest to me. Now here were 1,000 Germans under control of the British. Some of them had been among us twenty or thirty years."

U. S. Control of Cotton Approved If a War Need

Manufacturers Ready to Accept Decision of Administration

Officers Are Named

Charles H. Sabin Warns Against Too Much Governmental Interference

Resolutions governing "cheerful acceptance" of governmental price fixing on cotton goods, "if the Administration deems price fixing necessary to win the war," were passed yesterday by the National Association of Cotton Manufacturers and the American Cotton Manufacturers' Association, in the final session of their joint convention at the Hotel Biltmore. The National Association represents the New England cotton interests and Southern mill owners form the membership of the other organization.

Another resolution, inspired by the declaration of Josephus Daniels, Secretary of the Navy, at the cotton men's annual dinner Thursday night, that cotton manufacturing is an essential war industry, called for the appointment of a committee to urge the War Trade Board to classify the industry as "essential." Opposition to legislation, now pending in Massachusetts, providing for a fifty-hour week for women and minors in mills and factories was voiced in another resolution. A fourth pledged the organizations to stop the exportation of cotton which might reach enemy nations.

Note of Warning Sounded

Charles H. Sabin, president of the Guaranty Trust Company, speaking on the problem of adjusting industry to the strain of war finance, warned of the dangers which might follow too great a measure of governmental interference with industrial affairs.

"While the winning of the war may make it imperative for us to use autocracy's weapons in fighting autocracy, we must take every precaution to preserve as much as possible of the machinery and spirit of democracy," he said. "In order to accomplish that there should be as little governmental interference and regulation as the exigencies of the present crisis permit."

Benjamin F. Harris, president of the First National Bank of Chicago, Ill., created a stir by more vehemently assailing the Administration.

"A tremendous disillusionment has come to us in our own houses," he said. "There is a glaring discrepancy between our idealized democratic purposes in this war and the autocratic conduct of those who are conducting industry, production and government."

"Months ago it was our clear duty to tear up by the roots all loyalty and Bolshevism under our flag. For shame that we have yet to hear the report from the first firing squad."

"The country is not aroused—is not aroused—largely because of the psychology of its leadership, if its leadership. We have been weak, like Ikerian, in dealing with facts and truisms. We have not done so with our diplomats and our national life, exhibiting meanwhile a disconcerting and damning pacifist taint that thanks God we were wholly unprepared."

Officers Elected

The following officers were elected by the American Cotton Manufacturers' Association: Arthur J. Draper, Charlotte, N. C., president; James D. Hammett, Anderson, S. C., vice-president; Winston D. Adams, Charlotte, N. C., secretary and treasurer; Allen F. Johnson, Atlanta, chairman of the board of governors.

The national association officers elected were: Frank Shove, Fall River, Mass., president; Russell B. Lower, Fitchburg, Mass., vice-president; Lewis Dexter, Manchester, N. H., and John Skinner, Easthampton, Mass., joint presidents; James D. Hammett, New York, and Charles M. Holmes, New Bedford, directors for two years; J. Arthur Atwood, Providence, R. I., and Charles B. Ball, Providence, R. I., directors for one year; M. J. Jenckes, Pawtucket, and William L. Lyall, Passaic, directors for three years.

REAL ESTATE FOR SALE OR TO LET

BOROUGH OF QUEENS

Forest Hills Gardens

A Forward Movement in Real Estate

15 Minutes from Penn. Station

House and Villa Plots for Sale

SAGE FOUNDATION HOMES CO.

WESTCHESTER COUNTY

NEW DUTCH COLONIAL HOUSE OF EIGHT ROOMS

FURNISHED SUMMER HOMES FOR RENT

AT MONTCLAIR—ATTRACTIVE FURNISHED HOME

INSTRUCTION

NEW YORK—Manhattan

BERLITZ SCHOOL

SCHOOL AGENCIES

AMERICAN AND FOREIGN TEACHERS' AGENCY

HELP WANTED MALE

BOYS WANTED: GOOD OPPORTUNITY FOR ADVANCEMENT. PROMINENT NEWSPAPER OFFICE. APPLY ROOM 310, 154 NASSAU ST.

BOYS for general work in electrical factory, good chance for advancement. Apply Engineering and Supply Company, 10 Dominick st., between Spring and Broome.

CARPENTERS wanted: union, Waltham area, Montgomery at Jersey City Hospital. James Mitchell & Co.

COUNTY MAN wanted. Apply X. L. Linn, 291 West 118th St.

MILLING MACHINE OPERATORS

MUST BE ABLE TO READ BLUEPRINTS, USE MICROMETER, SET UP OWN WORK.

MUST BE CITIZENS

OFFICE BOY wanted in New York office of large manufacturing concern. Good prospects for advancement. Write H. C. Ross, New York City.

SALESMEN—Newspaper, premium and magazine work. Part time. \$100.00 per week. Apply Room 812, Tribune Building.

YOUNG MAN

GOOD OPPORTUNITY

RETAIL DEPARTMENT. INTERNATIONAL PROVISION COMPANY, 35 DEGRAU ST. BROOKLYN.

HELP WANTED FEMALE

LADIES wanted for outside work by large corporation. Must be high class. Good prospects for advancement. Apply Room 812, Tribune Building.

SITUATIONS WANTED MALE

FIRST CLASS CHIEF STEWARD—American-Swiss Club, 100 West 42nd St. Italian, fluent in English; city of origin; can take full charge; best references. Address: "Hotel Gazette."

DOMESTIC SITUATIONS WANTED FEMALE

A—COOK—Young Irish girl; first class cook; 45-50; good references. L. Miss Hoffman's Agency, 10 East 43d st., third floor. Telephone 9847 Murray Hill.

CHAMBERMAID—WATKINS—Young Irish girl; excellent long references; \$35-40. L. Miss Hoffman's Agency, 10 East 43d st., third floor. Telephone 9847 Murray Hill.

CHAMBERMAID—WATKINS—Young Irish girl; excellent long references; \$35-40. L. Miss Hoffman's Agency, 10 East 43d st., third floor. Telephone 9847 Murray Hill.

CHAMBERMAID—WATKINS—Young Irish girl; excellent long references; \$35-40. L. Miss Hoffman's Agency, 10 East 43d st., third floor. Telephone 9847 Murray Hill.

CHAMBERMAID—WATKINS—Young Irish girl; excellent long references; \$35-40. L. Miss Hoffman's Agency, 10 East 43d st., third floor. Telephone 9847 Murray Hill.

CHAMBERMAID—WATKINS—Young Irish girl; excellent long references; \$35-40. L. Miss Hoffman's Agency, 10 East 43d st., third floor. Telephone 9847 Murray Hill.

CHAMBERMAID—WATKINS—Young Irish girl; excellent long references; \$35-40. L. Miss Hoffman's Agency, 10 East 43d st., third floor. Telephone 9847 Murray Hill.

CHAMBERMAID—WATKINS—Young Irish girl; excellent long references; \$35-40. L. Miss Hoffman's Agency, 10 East 43d st., third floor. Telephone 9847 Murray Hill.

CHAMBERMAID—WATKINS—Young Irish girl; excellent long references; \$35-40. L. Miss Hoffman's Agency, 10 East 43d st., third floor. Telephone 9847 Murray Hill.

CHAMBERMAID—WATKINS—Young Irish girl; excellent long references; \$35-40. L. Miss Hoffman's Agency, 10 East 43d st., third floor. Telephone 9847 Murray Hill.